

# The China Mail.

Established February, 1845.

VOL. XXXVII. No. 5584.

號七月六日一千八百一十八年

HONGKONG, TUESDAY, JUNE 7, 1881.

日一月五年己辛

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL

## Notices of Firms.

### NOTICE.

WE have authorized Mr. LEOPOLD FLEMMING to sign our Firm at Foochow, per Procurator, from this date.

SIEMSEN & Co.

Hongkong, May 10, 1881.

je10

NOTICE.

MR. HERMANN OTTE has been authorized to sign our Firm per Procurator.

PUSTAU & Co.

Hongkong, May 18, 1881.

je18

### For Sale.

### FOR SALE.

DWELLING HOUSES, in Wyndham Street, Nos. 35, 37, 39, 41, 43, 45 & 47, on Sections B & C of Inland Lot No. 51, belonging to the Portuguese Mission in China.

For Particulars, apply to J. J. dos REMEDIOS & Co., Agents.

Hongkong, June 1, 1881.

je1

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$6,000,000 Dollars. RESERVE FUND, \$1,800,000 Dollars.

### COUNCIL OF DIRECTORS.

Chairman—A. McIver, Esq. Deputy Chairman—H. L. DALMUYLLE, Esq. E. R. BELDING, Esq. F. B. JOHNSON, Esq. H. D. FORBES, Wm. REINER, Esq. F. D. SAMSON, Esq. H. HOPPIUS, Esq. W. S. YOUNG, Esq.

CHIEF MANAGER—THOMAS JACKSON, Esq. MANAGER—EWEN CAMERON, Esq. LONDON BANKERS—London and County Bank.

### HONGKONG.

#### INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—

For 3 months, 3 per cent. per annum. 6 " 4 per cent. 12 " 5 per cent. " "

#### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drats, granted on London, and the chief Commercial place in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, April 19, 1881.

COMPTOIR D'ESCOMPT DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th April, 1862.

CAPITAL FULLY PAID-UP, \$2,000,000. RESERVE FUND, \$2,000,000.

HEAD OFFICE—14, RUE BERGERE, PARIS.

AGENCIES and BRANCHES at: LONDON, BOURBON, SAN FRANCISCO, MALLEES, BOMBAY, HONGKONG, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHOW, MELBOURNE, and SYDNEY.

BRITISH BANKERS:

THE BANK OF ENGLAND.

THE UNION BANK OF LONDON.

MESSRS. C. J. HAMBRO & SON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. SCHWEBLIN,

Agent, Hongkong.

Hongkong, April 12, 1881.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, \$1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3% per Annum.

6 " 4% " "

12 " 5% " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,

Acting Manager.

Oriental Bank Corporation.

Hongkong, September 4, 1879.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED, is prepared to accept First-Class Risks at a rate per Annum, and other INSURANCES at Proportionate Rates.

Shareholders are reminded that the Directors have the power of distributing a certain proportion of the ascertained profits annually among such Shareholders as have contributed to the Capital.

AGENTS of all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and Macao.

A. G. STOKES,

Acting Secretary.

Hongkong, May 10, 1881.

## Notices of Firms.

### NOTICE.

WE have authorized Mr. LEOPOLD FLEMMING to sign our Firm at Foochow, per Procurator, from this date.

SIEMSEN & Co.

Hongkong, May 10, 1881.

je10

### NOTICE.

MR. HERMANN OTTE has been authorized to sign our Firm per Procurator.

PUSTAU & Co.

Hongkong, May 18, 1881.

je18

### For Sale.

### FOR SALE.

DWELLING HOUSES, in Wyndham Street, Nos. 35, 37, 39, 41, 43, 45 & 47, on Sections B & C of Inland Lot No. 51, belonging to the Portuguese Mission in China.

For Particulars, apply to J. J. dos REMEDIOS & Co., Agents.

Hongkong, June 1, 1881.

je1

## For Sale.

### LANE, CRAWFORD & Co.

HAVE FOR SALE EX RECENTLY ARRIVED STEAMERS. SUMMER REQUISITES AND LUXURIES: NEUROTONE—A Nerve Tonic and Delicious Beverage. Non-alcoholic and Restorative.

RAHPSODIA—A Sparkling and Pleasant Drink.

SPARKLING SAUMUR—equal to the Best Brands of Champagne at half the price.

SPARKLING SUMMER ALE—Light and Refreshing.

CLARET of Various Crus, from \$3 per dozen.

GINGER WINE, LEICESTERSHIRE COWSLIP WINE.

TUBORG'S FABRIKKE EXPORT OL.

CHABLIS, SAGGON'S SHERRIES, QUININE SHERRY, OUR OWN "R. PORT."

FOSTER'S BASS and BURKE'S GUINNESS.

ENO'S FRUIT SAUCE, LAMPLUGH'S PYRETIC SALINE, QUININE.

PENANG CIGARETTES and CIGARS, for a good short Smoke.

COPE'S TOBACCOES.

B (in diamond) MEERSCHAUM and BRIAR PIPES.

A Good Selection of SUMMER HOSIERY.

SILK and GAUZE MERINO UNDERSHIRTS and DRAWERS.

BATHING DRAWERS, SWIMMING BELTS.

NEO SCARFS and TIES for the Season.

SHIRTS, COLLARS, HANDKERCHIEFS, "AUTOMATON" UMBRELLAS.

New WALKING STICKS.

SUN-UMBRELLAS. WHITE LIME GLOVES.

CAICUTTA PUH and STRAW HATS.

CHRISTY'S & ELWELL'S FELT HATS, in all the New Shapes.

FANCY STATIONERY of all Kinds.

PRESENTATION BOOKS, NOVELS, &c.

SILVER STAND and HANGING LAMPS.

AMERICAN READING LAMPS.

TRAVELLING BAGS and VALISES, &c., &c., &c.

Hongkong, June 1, 1881.

## Notices to Consignees.

### FROM ANTWERP AND LONDON.

THE Steamship *Venice*, BEARD, Commander, having arrived from the above Ports, Consignees of Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.

PUSTAU & Co., Agents.

Hongkong, June 4, 1881.

je10

NOTICE TO CONSIGNNEES.

THE BRITISH BARK "JAVA

PACKET," FROM MAURITIUS.

CONSIGNNEES of Cargo by the above-named Vessel, laden with the Cargo of *Vine*, from LONDON, are requested to send in their Bills of Lading to the Undersigned for countersignature. They are hereby notified that the cargo, *Java*, is bound much north in the Indian Ocean, and Mauritus will be avoided at Consignees' risk at the HONGKONG WHARF and Gobowen, in Wanchi, whence delivery can be obtained.

Consignees are also informed that before delivery can be obtained, they will be required to sign the General Average Bond.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, June 6, 1881.

je10

NOTICE TO CONSIGNNEES.

THE BRITISH BARK "LEONIA."

Capt. DAVID SCOTT, will be despatched for the above Ports on WEDNESDAY, the 8th Instant, at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, June 4, 1881.

je10

NOTICE TO CONSIGNNEES.

THE S. S. "MORAY" having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored, at Consignees' risk and expense.

PUSTAU & Co., Agents.

Hongkong, June 3, 1881.

je10

NOTICE TO CONSIGNNEES.

THE S. S. "TAKASAGO MARU," FROM KORE AND YOKOHAMA.

CONSIGNNEES of Cargo by the above-named Vessel, are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after the 10th Inst., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

H. J. H. TRIPP, Agent.

Mitsubishi Mill S. Co.

# THE CHINA MAIL.

No. 558. JUNE 7, 1881.

## For Sale.

**MacEWEN, FRICKEL & CO.**  
HAVE RECEIVED FOR SALE,  
Ex Recently arrived Mail and  
other Steamships.

**AMERICAN AND ENGLISH  
GROCERIES,**  
FRESH SUPPLIES RECEIVED BY EVERY  
MAIL.

Eastern and California CHEESE.  
Boneless CODFISH.  
Prime HAMS and BACON.  
Russian CAVIARE.  
Eagle Brand Condensed MILK.  
PEACH, and APRIL BUTTER.  
Pickled OX-TONGUES.  
Family PIG-PORK in kegs and pieces.  
Paragon MACKEREL in 5 lb cans.  
Beau Ideal SALMON in 5 lb cans.  
Cutting's Dessert FRUITS in 23 lb cans.  
Assorted Canned VEGETABLES.  
Potted SAUSAGE and Sausage  
MEAT.  
Stuffed PEPPERS.  
Assorted PICKLES.

MINCEMEAT.  
COMB HONEY in Original Frames.  
Richardson & Robbin's Celebrated Potted  
MEATS.

Richardson & Robbin's Curried OYSTERS.  
Lunch TONGUE.

Assorted American SYRUPS, for Sum-  
mer Drinks.

McCarty's Sugar LEMONADE.  
Clam CHOWDER.  
Codfish BALLS.

Green TURTLE in 24 lb cans.

**CALIFORNIA  
RAKKE**  
COMPANY'S BISCUITS in 5 lb  
tins, and loose.  
Alphabetical BIS-  
CUITS.

Fancy Sweet Mixed  
BISCUITS.

Ginger CAKES.  
Soda BISCUITS.  
Oyster BISCUITS.

Cracked WHEAT.  
OATMEAL.

HOMINY.  
CORNMEAL.  
BUCKWHEAT FLOUR.  
RYE MEAL.

NEW BOOKS,  
300 Numbers "FRANKLIN SQUARE" and  
"SEASIDE" LIBRARIES, including  
McCarthy's "HISTORY OF OUR OWN  
TIMES," "ENDYMION," and  
other recent Publications,  
from 15 cents to 25  
cents each.

WILLIAMS'S "MIDDLE KINGDOM."  
GRIFER'S "MIKADO'S EMPIRE."  
"PARTISAN LIFE WITH MOSBY."  
"WEARING THE GREY."

BANCROFT'S "HISTORY OF THE UNITED  
STATES."  
MOTLEY'S DUTCH REPUBLIC.

JOHN OF BARNWELDT.  
UNITED NETHERLANDS.

"THE HARP OF A THOUSAND  
STRINGS."

HARPER'S HALF HOUR SERIES.  
FRENCH NOVELS.

Medical WORKS.  
School BOOKS.

Presentation BOOKS.

WORKS OF REFERENCE  
ALBUMS of Music, with Words  
ALBUMS of Pianoforte Pieces.

Sheet MUSIC.  
Photo. ALBUMS, Etc., Etc.

SATIONERY,  
For LADIES, and OFFICE use.  
OFFICE REQUISITES of every description.

SPECIALLY SELECTED

**CIGARS.**

WINES, SPIRITS, BEER AND  
AERATED-WATERS.

CROSSE & BLACKWELL'S  
and  
JOHN MODA & SON'S  
FAMOUS HOUSEHOLD STORES.

TEYSSONNEAU'S DESSERT FRUITS.  
SAVOURY PATE.

GAME PATE.

PORK PATE.

OX PALATES.

HUNG (Hambo) BEEF  
TRIPE.

FRUIT for Ice.  
SHERBET.

COCONUT.

VAN HOUTEN'S COCOA.

EPP'S COCOA.

ROBINSON'S GROAT.

GELATINE.

Russia OX-TONGUES.  
French PLUMS.

PATE DE FOIE GRAS.

SARDINES.

Ham TONGUE and  
Chicken SAUSAGE.

ASPARAGUS.  
MACARONI.

VERMOELL.

SAUSAGES.

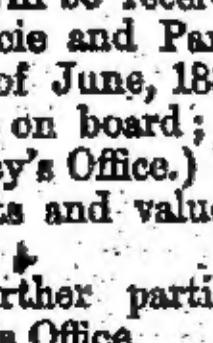
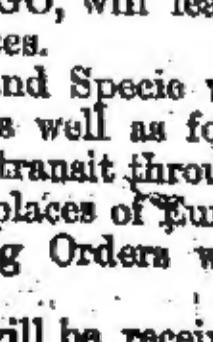
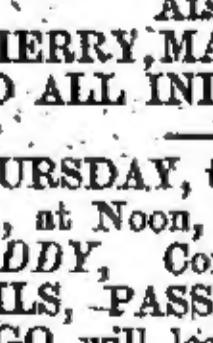
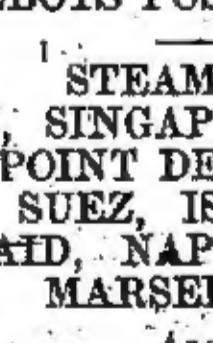
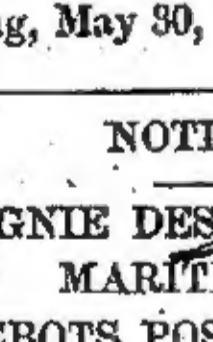
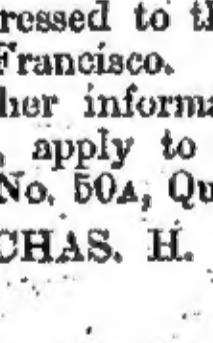
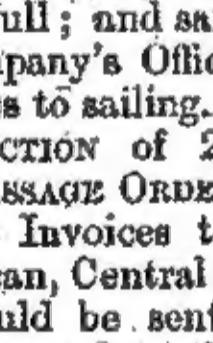
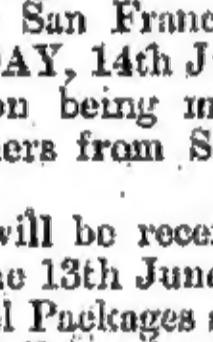
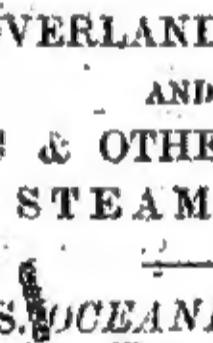
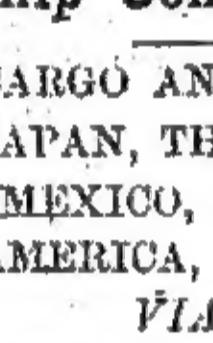
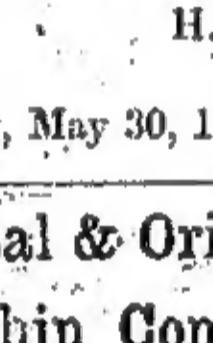
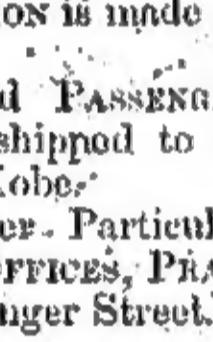
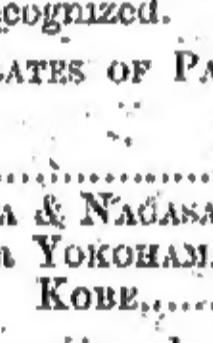
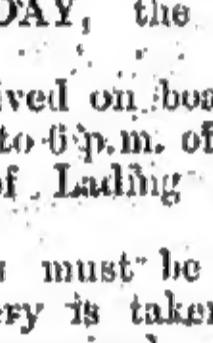
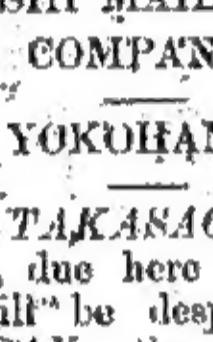
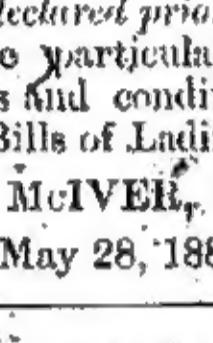
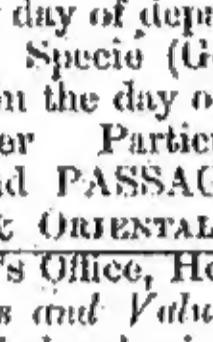
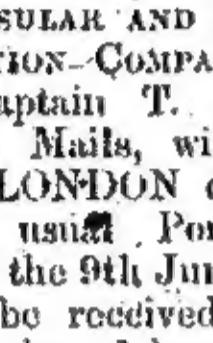
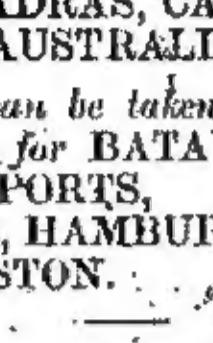
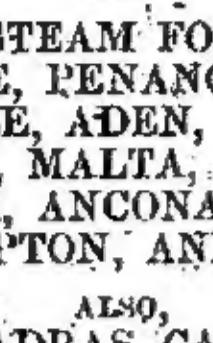
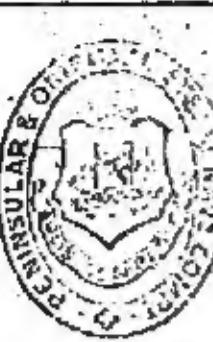
MEATS.

SOUPS, &c., &c.

SHIPCHANDLERY of every Description.  
RIGGING and SAIL-MAKING promptly  
executed.

May 20, 1881.

## Mails.



## Insurances.

### NOTICE.

#### QUEEN FIRE INSURANCE COMPANY.

THE Undersigned Agents for the above  
Company are prepared to accept RISKS of  
First Class Godowns at 1 per cent. nett per  
annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881. job82

Agents.

Hongkong, May 19, 1881.

Agents.

Messrs McGregor, Gow & Co.'s steamer *Glencoe*, Captain Gulland, arrived at Singapore at 6 p.m. on Tuesday last (31st), and proceeded on her voyage at 4.45 a.m. the following day. She left the Red Buoy on the 24th May at 9.30 p.m. and thus accomplished the distance in 7 days 5 hours. Last year she accomplished the same distance in exactly seven days. On that occasion she left the Red Buoy on the 23rd May, at 9.30 p.m., and arrived at Singapore on the 30th at 9.30 p.m.

A CORRESPONDENT draws our attention to a slip in our last night's paper, in the report of the loss of the *Elgin*, which tends to put the matter of the conduct of the Naval authorities in a darker light than we intended. What was written was "that the *Elgin* was only despatched four or five days after it was known that there was a helpless boat crew outside." What it would have been more correct to have written was "that vessel only proceeded on her errand finally on Monday morning, although it was known by Saturday morning that one of the boats belonging to *Elgin* was reported missing and there was every reason to believe as far back as Thursday last that there was grave cause for fears being entertained as to the safety of the *Elgin*. The agents here, Messrs Jardine, Matheson & Co., only knew definitely on Saturday afternoon that the *Elgin* was lost, that part of the crew were on board the *Loudoun Castle*, and that a boat had by that vessel been reported as missing to the *Nestor*, which was asked to look out for the boat, and did so, but saw nothing of her on her voyage up. The agents informed the Commodore in the course of the day, and the *Lapwing* went out at 10.30 next morning, returning to get Chief Officer Ross's report as to the course which was being pursued by the missing boat; she left again at daylight next morning. We should be sorry to cause any misapprehension or to be taken as reflecting without just cause on the Naval authorities or any other. We have, therefore, thought it better to put the matter correctly as above.

A MEETING of the Justices was convened for this morning at the Magistracy to consider an application from Mr F. A. C. Hahn for a license for certain premises at Tsim-sha-tsui, British Kowloon, on Garden Lot No. 35, rented by Mr Peter Smith. There were present at the hour for which the meeting was called, Mr H. E. Wodehouse, President; Hon. M. S. Tonnochy, Mr J. J. Francis, and Captain Deane. The President pointed out that the ten days' notice required by the Ordinance had not been given by the applicant, whose application bore date the 24th ultimo, and was marked as having been received on the 30th. In reply to the Court, Mr Parker stated that it had been really received on the 28th, and marked on the 30th by mistake. The Court, however, held that the application was not properly before them, and that it would have to lie over till the next meeting, on the first Tuesday of July. Some informal conversation then ensued as to the application, in the course of which Mr Tonnochy pointed out that the premises were insufficiently described, and suggested that the number of the house, and the name should be inserted in an amended application. In reply to a question from the Captain Superintendent of Police, Mr Hahn said it was his intention to reside on the premises. A plan and an elaborate and beautiful model of the premises for which the license was asked, together with the adjacent grounds, were laid on the table in explanation of Mr Hahn's intentions with regard to the establishment of extensive pleasure gardens at Kowloon.

RETURN of Visitors to the City Hall Museum for the week ending June 5th:-

European.	Chinese.
Monday, 37	353
Tuesday, 8	56
Wednesday, 32	612
Thursday, 23	457
Friday, 49	337
Saturday, 26	346
Sunday, 27	2,061
Totals, 145	2,061
Grand total, 2,061	

The following items from the *L. & C.* Express of April 29th have been unavoidably held over until now:-

A despatch from Madrid announces that the late Sultan of Sooloo has been succeeded by his son, who has accepted the Spanish Protectorate and recognised existing treaties with Spain. He had also undertaken to punish any rebellion against Spanish predominance. The German Minister at Madrid had a long conference on the 27th inst. with Senor Armijo, the Minister for Foreign Affairs, in reference to the Sooloo Islands.

Mr J. W. Pease's resolution on the Opium Tax did not go into effect in consequence of the debate concerning Mr Bradlaugh's claim respecting the same taking up all the available time. The same member has, however, placed a motion on the notice paper for this evening and Mr Onslow has given notice that he will move an amendment. Mr Pease has also a motion on the paper to the effect of the Opium Tax and the Clapton Convention.

Captain J. Millbank reports, under date St. Helens, 28th ult., that the whole of the cargo of the *Clydesdale*, from Hongkong for London, is discharged and properly warehoused. Some damaged sugar and matting have been sold. The vessel is reported as totally unfit to proceed on her voyage, and is ordered to be sold without delay. The cargo will be forwarded as speedily as possible.

*Prima* (s.), from China, for London, has put into Lisbon with disarrangement to shaft. The *Brilliant Star*, tug, left Liverpool on the 26th inst., to tow her to London.

The *Cord*, which arrived at New York on the 13th inst., from Hongkong, reports:- From March 9, lat 22, long 98, had a continuation of heavy gales from W.S.W. to N.W. for 10 days, twice to the north of Hatteras to lat 37, and was driven back across the Gulf to lat 33, long 93; had five heavy gales one after another within ten days, always at times with hurricane force, and blowing ship nearly over on her beam ends. Often these gales were of wreck, and twice during the night struck wreck-wood, tearing metal from ship's bows.

An accident has occurred to one of the attachés of the Chinese Legation in Paris. Jumping out of his carriage to speak to a friend on the Place Vendôme, he was knocked down by another vehicle and run over, sustaining a dangerous injury in the chest.

A memorial from colonial merchants and others has been presented to Mr Gladstone against the doubling of the countervailing duties on colonial rum.

Latest Mail Advice:-Yokohama (via San Francisco) March 17, Shanghai March 21. The P. and O. mail, with the advices dated above, from China and the Straits Settlements, was delivered, via Brindisi on the 25th inst., one day in advance of its due date. The advices from Japan, via San Francisco, were also received on the 25th inst. The next inward mail was landed at Naples from the *Messageries Maritimes* steamer *Saghalien* yesterday, and will reach London to-morrow evening, two days early.

SAYS THE *Hiro News*.-Seemingly Mr Lawson has as little reason to feel gratified with the result of his proceedings against Mr Labouchere, as has the gentleman who indulged in such protracted litigation concerning his expulsion from the Hongkong Club with his compatriot before Sir John Stirling and Mr Justice Snowden. The London correspondent of a contemporary remarks that "whether Mr Lawson would have been more correct to have written was that that vessel only proceeded on her errand finally on Monday morning, although it was known by Saturday morning that one of the boats belonging to *Elgin* was reported missing and there was every reason to believe as far back as Thursday last that there was grave cause for fears being entertained as to the safety of the *Elgin*. The agents here, Messrs Jardine, Matheson & Co., only knew definitely on Saturday afternoon that the *Elgin* was lost, that part of the crew were on board the *Loudoun Castle*, and that a boat had by that vessel been reported as missing to the *Nestor*, which was asked to look out for the boat, and did so, but saw nothing of her on her voyage up. The agents informed the Commodore in the course of the day, and the *Lapwing* went out at 10.30 next morning, returning to get Chief Officer Ross's report as to the course which was being pursued by the missing boat; she left again at daylight next morning. We should be sorry to cause any misapprehension or to be taken as reflecting without just cause on the Naval authorities or any other. We have, therefore, thought it better to put the matter correctly as above.

A VAGUE rumour was circulated in the Settlement to-day, says the *Courier* of the 3rd instant, that one of the "Glen" boats said to be the *Glenfinn* homeward-bound with tea from Hankow, had been lost in the *C.M.S.N. Co.*, but neither Messrs Jardine, Matheson & Co., the agents of the *Glenfinn* for the *C.M.S.N. Co.*, nor the North China Insurance Society had received any telegrams on the subject by 4 p.m. to-day. This report that the *Glenfinn* was said to have been in collision with the *Hagan*. The former boat's speed is about 13 knots an hour and the latter 9. The *Glenfinn* left the Red Buoy at midnight of Sunday, while the *Hagan* did not start till Tuesday morning, so that it was impossible for the two vessels to meet unless the former had broken down. The rumour therefore must be put down as a "binder." But "binders" are only to be tolerated when they are harmless and amusing. It is present instance, however, the report could only have been circulated from malicious motives, and if the author of this could be discovered, the severest punishment consistent with legality and justice should be meted out to him. Where the safety of life and property of great value is concerned, the expression of an opinion likely to lead to a wrong impression and disturb the peace of many of the public is morally speaking little short of a criminal act.

#### SUPREME COURT.

##### IN ORIGINAL JURISDICTION.

(Before the Hon. Francis Snowden, Acting Chief Justice.)

Tuesday, June 7.

WU MUT YU v. THOMAS. - This is a case to recover damages for delay of delivery of a cargo consisting of sugar, which the plaintiff says was caused by the negligence of the Captain of the vessel as agent of the owner.

The Attorney General, instructed by Messrs Sharp, Toller, and Johnson, appears for the plaintiff; and Mr Hayllar, instructed by Messrs Breerton and Wotton, for the defendant.

A special Jury consisting of the following gentlemen was impaneled:-Messrs A. P. McEwan, John Thorburn, F. D. Sassoon, R. G. Alford, D. R. F. Crawford, R. Lyall, and Archibald MacClymont.

The Attorney General said the plaintiff in the case was Mr Wu Mut Yu, a merchant lately in business at Amoy, but now resident in Hongkong, and the defendants were Mr Thomson, master, and Mr William Cornaby, owner of the German barque *Auguste*. The action was brought to recover damages from the defendants for a breach of contract which had been entered into between plaintiff and defendants in the month of September, by which the defendant Cornaby as owner, undertook to safely convey a cargo to be put on board by the plaintiff and delivered in Hongkong according to the bill of lading. The cargo was put on board a few days after that. The agents of the charter party were that the vessel should proceed from Amoy to Tientsin, and should there deliver said cargo according to the bill of lading, the cargo having to be taken on board the ship at the charterer's risk and expense. Provision was also made that accommodation should be provided on board for supercargo. The remuneration for these services was a lump sum of \$3,350, payable in cash before delivery of cargo, and the vessel was to have an absolute lien on the cargo for freight, dead freight, and demurrage. These were the terms of the charter party, and in pursuance of that arrangement the cargo was put on board the *Auguste* in Hongkong.

Mr Hayllar said he was the stevedore who stowed the sugar, and described the amount of damage in the hold, and the manner of stowing.

In reply to Mr Hayllar, witness said he saw nearly every package sent on board, but saw no 190 packages in oil'd paper. He took no tally.

Chu Kow Luk said he was a stevedore who packed the sugar, and said none of the packages were covered with oil'd paper.

Chu Kow Luk said he was a sailor, and had been engaged as interpreter by a Chinese firm, and latterly was sent on board the *Auguste* to interpret between the supercargo and the Captain. This was his sole duty. He had no instructions about the management of the cargo. When the Captain came off the ship was taking about four or five miles from the harbour. On coming on board he set sail. Witness said he waited for the clerk and supercargo. To this Captain said, "If I wait you must guarantee me a fair wind." The Captain gave him a house on deck near the cooling house, saying at the time that it was to be his, and was occupied by witness and the supercargo. After leaving they had heavy weather, having had to cut away the masts. After thirteen days they landed at Hongkong, when he went on shore and made inquiries after the *Bei Sang Hong*. He went to Yi Ahong and requested the clerk to telegraph to Wu Mut Yu. He went on board two days afterwards and saw lights at each side of the vessel and the hatchway open. The Captain asked him if his master were come, and on witness answering no, he said, "Well, I am the master." He then began to discharge the cargo. This was wanted was the same which were intended to be embarked in the contract. These might serve the charter party for another purpose, although the charterer fell into the dock. His Lordship would see that it was not upon the charter party he was suing; it was upon his rights as holder of a bill of lading. He contended further notwithstanding the interpretation put upon the cancellation by his friend, it was open for him to contend that under a cancellation coupled with the original charter party he had a right as charterer to have the goods delivered to him at Hongkong instead of Tientsin. There was nothing whatever to deprive him of his right to be delivered full cargo delivered here in accordance with the terms of the body of the charter. That was his construction of the charter, but there might be questions upon the document with which his Lordship would have to deal. When the question of law came up for discussion, it would turn out that he was entitled to rely upon his contract rights and his charter party.

Mr Hayllar said the bills of lading were in Hongkong, whereas the goods had to be delivered at Tientsin. It was no use relying on these bills of lading. They stipulated that payment of \$3,350 had to be made on delivery. They had got them for \$3,500.

The Attorney General: We have paid for freight under the charter party.

Mr Hayllar said it was a mistake. It had therefore abandoned their pleading, and plaintiff had as clearly abandoned his right to sue it out.

The Attorney General: That is a question for the jury.

Mr Hayllar said it was not a question for the jury. The point he was pressing was the clear law. The bill of lading had no value or effect in Hongkong. The duty of any Captain who got wrecked was to get the cargo transhipped and forwarded to the right port. Bills of lading were dependent on the execution of the charter party. The point was one of the greatest possible clearness and admitted of no doubt whatever.

If his learned friend was not suing on the charter party why did he set it forth in his petition. If he were not suing on it, he had no business to be there. He could not move a step without the charter party. When one document was imported into another, they had to be read as one document, and that the charter party therefore controls the bill of lading, and the whole thing falls to the ground. Instead of going into the facts of the case he thought it would be better if his Lordship would adjourn.

The Attorney General claimed to be suing under the charter. According to his petition he could claim upon the bill of lading, and it required reference to a document which was called a charter, and which might or might not be a document which had legal validity between parties.

The learned gentleman then proposed a number of hypothetical cases in support of

goods here instead of Tientsin. On looking at the goods in the godowns the charterer was satisfied that a good deal of damage had been done to them. Two surveyors, Mr Ede and Capt. Burrie, were engaged on behalf of the shipowner to examine the goods and say what the worth of the cargo would be, and how he ought to deal with it. The report dealt with the sugar portion of the cargo. The amount of sugar shipped at Amoy was 208 packages of white sugar, 2154 brown sugar, and 1784 of sugar candy. When the surveyors looked over the sugar they found that there remained only 195 packages white sugar, 150 of brown sugar, and 132 of sugar candy. After paying to other consignees the bill amount of the cargo they shipped under the bills of lading, there remained only 100 packages of white sugar instead of 133, 1027 of brown sugar instead of 1200, and 588 boxes of sugar candy instead of 1080. And it was for the loss on the short delivery that the action was brought, the damage amounting to somewhere about \$7000.

A considerable amount of the remaining sugar was damaged by sea water, and it was necessary to separate the damaged sugar, and replace the good sugar. A large number of the baskets were empty, and the loss in these cases was not due to sea water but to some other cause. He apprehended that if he made out the facts and figures he had mentioned, the only point at issue between the plaintiff and the defendant would be whether or not the damage to the goods, whether lost or missing, was damage that came under the charter party and the bills of lading, or whether it was damage of another kind.

It was not loss caused by the perils of the sea, and other dangers mentioned in the bill of lading. It must have been due to the negligence of the agent or owner. He did not know what it would be necessary for the jury to consider at that point. It might be, if they failed in establishing that this loss was not due to sea water, necessary for them to show that the loss was not caused by the negligence of the Captain, and that the owner was responsible.

Kwok Hing said he was a clerk to Wu Mut Yen at Amoy, and remembered being employed by him to load a cargo on board the *Auguste* in September last. He superintended the loading which occupied five days, and took tally of the cargo. The book shown was the record of the cargo put on board, there being 2,154 bags of brown sugar, 208 of white sugar, and 1,784 of sugar candy. He had the receipts for the cargo in his box, but this was thrown overboard in a gale. Part of the cargo was sent from Ching-tchou to Amoy, and was there tested on arrival. The bags were weighed, but he made no entry in regard to them. When shipped the sugar was in good condition, and the baskets were well packed.

In reply to Mr Hayllar, witness said, Wu Sing was employed as stevedore. The goods were stowed by him and his coolies. Witness did not go below. He weighed some of the small packages, but did not weigh all.

In reply to the Attorney General: All the baskets seemed to be full weight.

Yip Wan Mun said he was godown-keeper, and he recollects a cargo of sugar being brought in September last year.

The baskets were properly packed, and were of full weight. He deposited as to the shipping of the sugar.

Chu Kow Luk said he was a sailor, and had been engaged as interpreter by a Chinese firm, and latterly was sent on board the *Auguste* to interpret between the supercargo and the Captain. This was his sole duty. He had no instructions about the management of the cargo. When the Captain came off the ship was taking about four or five miles from the harbour. On coming on board he set sail. Witness said he waited for the clerk and supercargo. To this Captain said, "If I wait you must guarantee me a fair wind."

The Captain gave him a house on deck near the cooling house, saying at the time that it was to be his, and was occupied by witness and the supercargo. After leaving they had heavy weather, having had to cut away the masts.

Witness and master went to see the cargo. Four or five weeks after her arrival the ship went to dock.

In reply to Mr Hayllar: Witness said that when in Amoy the hatches were locked at night and the key handed to the clerk; when at sea the hatches were fastened down. They were opened at his instance, and were closed in his presence. He did not know that a Marine Surveyor had ordered the hatches to be closed.

The Attorney General: We have paid for freight under the charter party.

Mr Hayllar said it was a mistake.

They had therefore abandoned their pleading, and plaintiff had as clearly abandoned his right to sue it out.

The Attorney General: That is a question for the jury.

Mr Hayllar said it was not a question for the jury.

The point he was pressing was the clear law.

The bill of lading had no value or effect in Hongkong.

The duty of any Captain who got wrecked was to get the cargo transhipped and forwarded to the right port.

Bills of lading were dependent on the execution of the charter party. The point was one of the greatest possible clearness and admitted of no doubt whatever.

If his learned friend was not suing on the charter party why did he set it forth in his petition.

If he were not suing on it, he had no business to be there.

He could not move a step without the charter party.

When one document was imported into another, they had to be read as one document, and that the charter party therefore controls the bill of lading, and the whole thing falls to the ground.

The foreign settlement was for a time in considerable danger, the Customs Fire Brigade having been in readiness with two engines for any emergency.

The Attorney General claimed to be suing under the charter. According to his petition he could claim upon the bill of lading, and it required reference to a document which was called a charter, and which might or might not be a document which had legal validity between parties.

The learned gentleman then proposed a number of hypothetical cases in support of

his contention. What his Lordship might say to the Jury by and by, he did not think under the circumstances he could non-suit him.

The case was adjourned till Friday at 10 o'clock, to-morrow being mid-day.

Police Intelligence.  
(Before H. E. Woodhouse

## Intimations.

## THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries* on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEW, or Notes and Queries on the Far East, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.00 postage paid, and is payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs; Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago, and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number.

Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admirable. Endeavours are made to present a résumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (hard references being given, when furnished, to previous Notes or Queries), as are also those queries which, after asking for information, furnish neither or unpublished details concerning the matter in hand. It is desirable to make the Queries as brief and as much to the point as possible.

The China Review for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising Review. It is a six-page, bi-monthly, repertory of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address: China Review, Hongkong.—Northern China's Advocate (U.S.).

Traveller's Oriental Record contains the following notice of the China Review:—This is the title of a publication, the first number of which has lately reached us from Hongkong, which it has been set on foot in some respects a continuation of *Notes and Queries* on China and Japan, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China, in the neighbourhood of a century, somewhat similar to that which was long filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed by late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors. In a paper on Dr. Legge's *She King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connexion with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-statesmen of the eleventh century, Su Tung-po, by Mr. E. G. Bowring, is not only historically valuable, but is also distinguished by its literary grace. Besides notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

## THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom are also to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan,—from Australia, California, Singapore, Penang, Salom, and other places frequented by the Chinese,—consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find much interest to avail themselves of the paper.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-objectionable in every respect—almost limitless. It on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreign. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription—orders for either of the above may be sent to

GEO. MURRAY BAIN,  
China Mail Office.

FREDERIC ALGAR,  
COLONIAL NEWSPAPER & COMMIS-  
SION AGENT,  
11, Clement's Lane, Lombard Street,  
London.

THE Colonial Press supplied with News-  
papers, Books, Types, Ink, Presses,  
Papers, Correspondents, Letters; and any  
European Goods on London terms.

NOTICE TO SHIPPERS.  
Colonial Newspapers received at the office  
are regularly filed for the inspection of  
Advertisers and the Public.

## Visitors' Column.

## (Revised December 1st, 1880.)

## Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets or may be sent at Book Rate. Two Newspapers must be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copies, &c., &c. The charge on them is the same as for books, but, whatever the weight of a paper containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N.R. means No Registration.

## Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermania, Luban, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, and S. Africa.

## Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books, Patterns and  
Other Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

General Rates, by any route:—

Letters, 10 cents per 1 oz.  
Post Cards, 8 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.

Books and Patterns, 5 cents.

There is no charge on redirected correspondence within the Postal Union.